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**Literature Search and Records  
Inventory for Cultural Resources  
Along the East Side of the Missouri  
River, Miles 498.03-732.31,**

by

*100-187*  
Larry J. Zimmerman,  
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Karen Leichtnam

University of South Dakota, Vermillion  
1 May 1978

**EXCAVATION OF THE  
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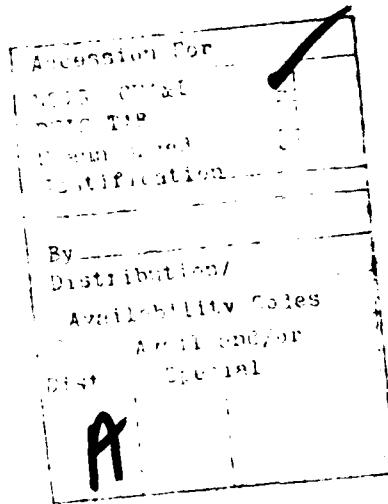
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## ABSTRACT

This report details a literature search and records inventory for significant historical and archaeological sites within one mile of the Missouri River in Iowa and Northwestern Missouri. A concise cultural history of the area is given. No prehistoric, but several historic sites lie within the area. Whether many of the sites still exist and whether locations given in documents are accurate remains to be determined by field survey. Sites are listed and source materials are indicated. Estimated or exact locations are shown on maps.

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LITERATURE SEARCH AND RECORDS INVENTORY FOR CULTURAL  
RESOURCES ALONG THE EAST SIDE OF THE MISSOURI RIVER,  
MILES 498.03-732.31

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## INTRODUCTION

In accordance with U.S. Army Corps of Engineers Contract Number DACW45-77-M-3312, the University of South Dakota Archaeology Laboratory conducted a literature and records search of all known data to determine existing cultural resources on the Iowa side (east bank) of the Missouri River. The area to be examined under the terms of this search lay between Missouri River Miles 498.03 and 732.31, approximately from Sioux City, Iowa, to a point across from Rulo, Nebraska. As well, the search was to be limited to an area from the bank of the Missouri landward to the "bluffs" or one mile, whichever is the lesser. The Scope-of-Work for this project is included as Appendix 2.

This report is divided into two major sections. The first is a concise outline of the prehistoric and historic development of the Missouri River in the area defined above. The second is a listing of cultural resources within the corridor keyed to a set of Corps of Engineers river navigational charts. A bibliographic essay for both prehistoric and historic sections precedes the bibliographies.

The investigators would like very much to acknowledge the following individuals and organizations for

their assistance or use of collections: Joseph Tiffany and Duane Anderson, Office of the State Archaeologist of Iowa; Adrian Anderson and Stanley Riggle, Iowa Division of Historic Preservation; Darrell Fulmer, U.S. Department of Agriculture-Soil Conservation Service (Iowa); David J. Ives, Missouri Archaeological Survey; Mike Weichman and John Tandarich, Missouri Department of Natural Resources; Richard Green, University of Iowa Libraries; Bob Carmack, University of South Dakota I.D. Weeks Library; State Historical Society of Iowa; Sioux City, Iowa, Public Library; Becky Boyd, Planning Division, Corps of Engineers-Omaha District. Without the cooperation of these individuals and institutions this report would not have been possible.

## CULTURAL HISTORY OF THE MISSOURI RIVER IN IOWA

### General

The valley of the Missouri River marking the boundary of western Iowa and northwestern Missouri flows through the Missouri River Bluffs-Drift Hills region of the Dissected Till Plains (Gradwohl 1969:11). The prominent physiographic features of this area are the Missouri Bluffs themselves, loess deposits often in excess of 100 feet overlaying Nebraskan and Kansan glacial tills. The bluffs have been severely dissected by Missouri River tributaries into ridges and hogbacks. In striking contrast to the rugged bluffs is the very flat and wide (in excess of five miles in many places) floodplain of the Missouri River. Prehistorically and continuing well into recent times the river has wandered across that floodplain leaving old meander scars that give the floodplain its only topographic relief. Even today the area is dotted with oxbow lakes and sloughs. Presently the river, with the exception of the area near Sioux City, flows very near the bluffs on the Nebraska side of the valley.

As might be anticipated, the bluffs and floodplain of the Missouri as well as the river itself, have of-

ferred the human inhabitants of the area a great deal. Prehistorically the area was a focal point for exploitation of natural food and other resources due to the variety and accessibility of many different ecological zones. Historically the area provided both natural resources and the location of a major transportation route to the North and West. Consequently the area has seen considerable human activity and abounds in culturally important materials.

#### Area Prehistory

No archaeological sites have been reported within the precise boundaries set for this literature search. The prehistory of the area is known entirely from the intense cultural activity that occurred in the smaller stream valleys tributary to the Missouri River. Since no surveys have been done on the floodplain of the Missouri, sites cannot be ruled out completely within the area; given the conditions limiting prehistoric locational behavior, however, few sites of a substantial nature would be anticipated.

The floodplain of major rivers like the Missouri offer rather poor conditions for human settlement. While the area is rich in natural resources within the floodplain forest zones, the lakes and sloughs, and

the river itself, and while the river is a major potential route for transportation, the floodplain is also especially inhospitable, offering the possibility of spring floods, aggravation of swarms of insects during warmer months, and chilling winds in winter due to the very open nature of the wide valley floor. The valleys of smaller streams and rivers flowing through the bluffs and then onto the floodplain offered far better conditions for settlement. By locating in the bluffs access could be had to the flora and fauna of the stream valley, hillslope, and upland ecological zones. As well, with little more effort the floodplain of the Missouri was also exploitable. The bluffs offered protection from floods, insects and the winter winds, and aesthetically, they provided a marvelous view and an altogether pleasant place to live. Thus, one would anticipate that the only sites to be found on the floodplain proper would be very temporary hunting, fishing, or gathering camps that would leave few cultural remains. The important habitation sites are likely in the bluffs. Several bluffs areas have been examined and it is from those areas that a prehistoric sequence must be drawn.

By 16,000 years ago populations had entered the New World across Beringia following herds of megafauna

like mammoth and mastodon which provided the mainstay of their hunting and gathering subsistence patterns. These peoples led a nomadic existence and few actual habitation sites for them are found; the majority of sites are kill and butchering locations. In the Midwest and eastern Plains even the kill sites are poorly known. Clovis points, the major form of lance point type, are found on the surface in relatively large numbers which does indicate the presence of hunters in the area. Clovis points have not been found in the survey area but have been found in areas immediately adjacent. Recently several Clovis points and associated scrapers fashioned from Nehawka chert have been reported in extreme eastern Mills county near Emerson. No published or unpublished documents are yet available on these points.

The following period, still part of the so-called PaleoIndian Tradition of which Clovis is a part, is the Folsom. Folsom peoples focused their hunting activities on bison rather than on the disappearing mammoth. Their projectile points were much smaller but retained the characteristic "fluting" of the Clovis point. Folsom sites have not been discovered in the area but points have been found on the surface. Folsom points indicate

that peoples were adapting to changes in environment and perhaps "settling in" to local river drainage systems as their hunting grounds. As populations increased this "settling in" also increased as many local variations of projectiles began to be developed. These variable points styles are part of the Plano PaleoIndian tradition. Plano sites are well represented on the surface in western Iowa but none are known from the survey tract itself.

By the end of the Wisconsin glaciation at about 10,000 years ago, the large Pleistocene fauna began to disappear in part due to the climatic changes but perhaps also due to overkilling by the hunters. In order to survive, human populations had to modify their cultural activities for subsistence away from reliance on intensive hunting toward a more general hunting and gathering pattern. By 8,400 years ago the Archaic tradition or foraging peoples began replacing their earlier cultures. Hunting continued, but a wider range of animals were hunted including bison, elk, deer, wolf, and coyote. Smaller animals like birds and rabbits were also taken. As well there was a growing reliance on the gathering of wild seeds and other vegetal materials.

The most significant of these sites transitional to the Archaic lifestyle is the Cherokee Sewer Site on the Little Sioux River floodplain near Cherokee, Iowa (Shutler, et al. 1974). 13CK405 has three major horizons spanning the entire Archaic. Each shows an emphasis on bison hunting but also demonstrates that the "Prairie" Archaic was extremely generalized in subsistence practices. Just downstream is another significant Archaic bison procurement site at the Simonsen Site near Quimby (Agogino and Frankforter 1960). The Turin site near the Maple River in Monona County uncovered deeply buried Archaic materials and burials with the oldest dating 4,720 years before the present (Ives, 1955; A. Anderson 1957; Frankforter 1955). Recently as part of the excavations of a borrow area for the new Lewis Central School in Pottawattamie County an Archaic ossuary was discovered and salvaged at the contact between the Missouri Alluvial Plain and the bluffs (D. Anderson, et al. 1977). Several Archaic assemblages have been noted from Mills County, again in the bluffs along Pony and Keg Creeks. The Hill Site dates from about 7250 years ago (Frankforter 1957) and the Lungren Site from 6280 years ago (Brown 1967). Paul Rowe (1952a; 1952b) had earlier described Archaic materials from the Keg

Creek drainage. Nebo Hill Archaic is not represented within the survey area directly but is present along the drainages of the Nodaway, Nishnabotna, and Tarkio Rivers near Hepburn in Page County, Iowa. Given its presence there and at the type site further south in Missouri, one might anticipate its presence in Fremont County, Iowa, and Holt and Atchison Counties, Missouri. Chapman (1975) lists no such materials from his Tarkio, Nodaway, or Lower Missouri River I (upper reach) localities. Figure 1 is a time chart showing the relationship of the various Archaic assemblages from Iowa (including Logan Creek from Nebraska).

The Woodland tradition in western Iowa is one of the most widely distributed and one of the most poorly known cultures (D. Anderson 1975:25). While Woodland cultures to the East were quite elaborate with large earth works including burial mounds and many elegant art forms, Plains Woodland was essentially an embellishment of an Archaic existence with the addition of some earthen burial mounds and the thick, grit-tempered, cord-marked pottery characteristic of the period. No houses are known from the period in western Iowa, but probably did exist; the yet unexcavated 13PM25 site near Hinton, Iowa, may well be such a house. Large

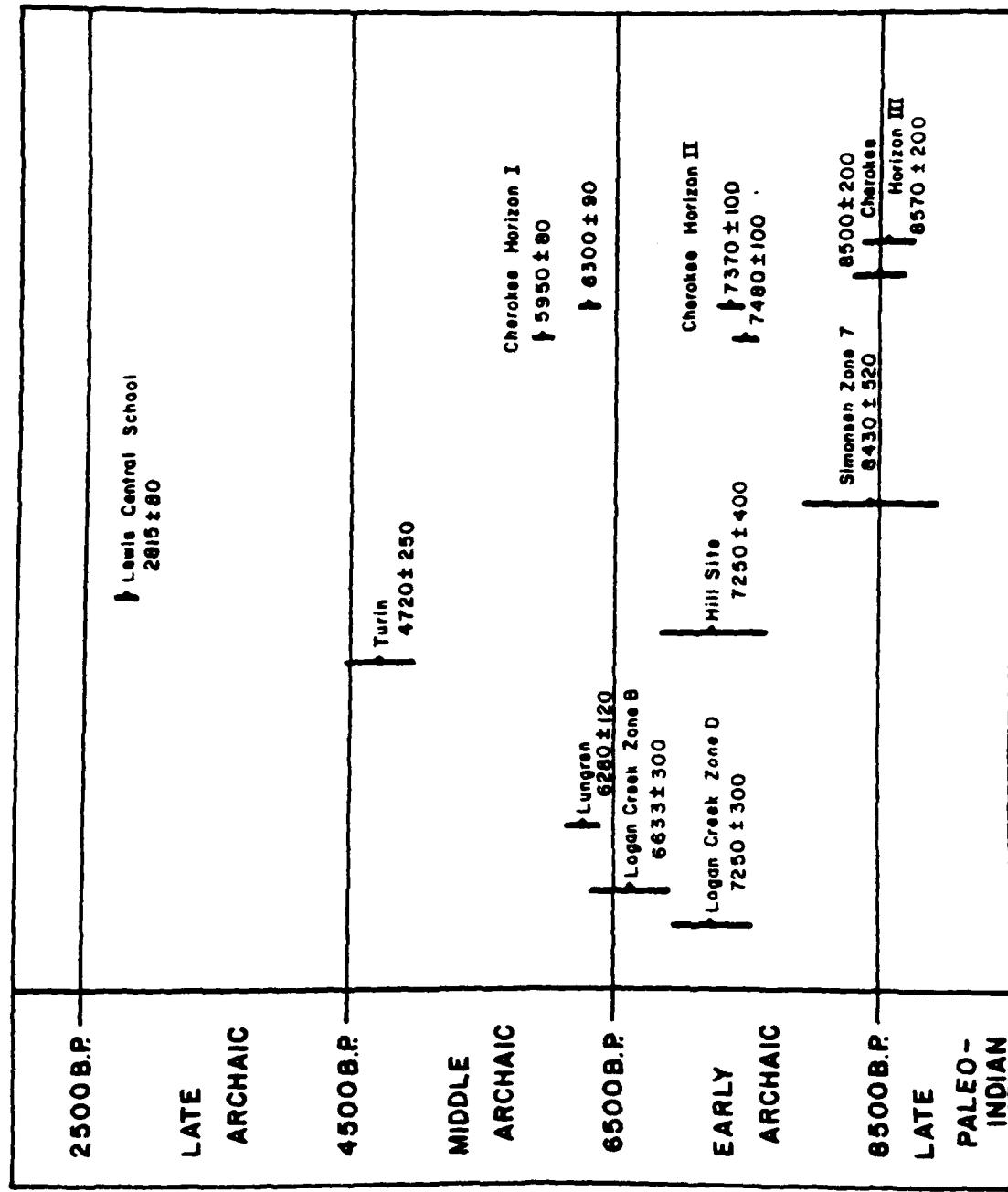


Figure 1. Archaic Dates from Western Iowa (after D.C. Anderson, et al. 1977:40)

midden areas as well as burial mounds are known to exist near the Missouri River, but their distribution is not well known nor have systematic surveys been made for Woodland sites. Near the end of the Woodland tradition in western Iowa which extends from approximately A.D. 1 to A.D. 800, the cultivation of domesticated crops, but especially maize, probably entered the area and began to supplant hunting and gathering as the major mode of subsistence. Presently we have no direct evidence of corn from western Iowa or northwest Missouri, but its presence had been demonstrated further west in the Plains.

The primary Woodland groups known in western Iowa in the bluffs zone along the Missouri are defined in terms of pottery types. The two distinctive types are the Stern's Creek assemblage as known from the Walker-Gilmore site in Nebraska (Hill and Kivet 1940) and represented at the Sharp's Site (Tiffany 1971) and 13ML125 near Glenwood in Mills county and the Missouri Bluffs type represented from several locales from Pottawattamie, Harrison, and Monona Counties. Both groups share at least ceramic relationships with both eastern Woodland and Valley and Keith Foci on the Plains (Keyes 1949; Tiffany 1970).

By A.D. 1000 the Mississippian peoples to the south-

east in their large, urbanizing complexes began to spread their influence into the eastern Plains. This influence combined with increasing dependence on horticulture for subsistence and coincident rise in population to bring about considerably more sedentary existence. In North-western Iowa the Great Oasis and Mill Creek cultures arose with their relatively large villages. The presence of these cultures is known near the Sioux City area in southern Plymouth and northern Woodbury Counties although little is known of them south of Sioux City. Their activities except in trade, seem to be represented no farther south than the confluence of the Big Sioux River with the Missouri. Groups similar to these Initial Middle Missouri antecedents but somewhat different in origin and culture are known from Mills County and Fremont Counties.

The Central Plains tradition peoples of the Glenwood locality in Mills County along Keg and Pony Creeks are relatively well known. The origin of these peoples ultimately is in the Southeast with the Caddoan speaking peoples. Immediately prior to their arrival in Iowa they were likely peoples living in southeast Nebraska and northeastern Kansas. Their pioneer settlement in Iowa probably represents a "budding-off" of an eastern

Nebraska Central Plains tradition group. Original settlement in the Glenwood locality was limited, represented by families living in only a few fairly isolated earthlodges. Populations never increased to more than two hundred individuals and occupation of the area lasted around 250 years at most. Intensive investigation of the Glenwood locality has been carried out due to both watershed and highway construction over the last fifteen years. Sites are earthlodges remains and are either isolated lodges on ridgelines or small clusters on the hillslopes or stream bottoms. Virtually no lodges are known to exist outside the bluffs with the exception of one lodge reported by amateurs during the construction of Mills County Road G. This lodge lay immediately at the toe of the bluffs but its precise location is unknown (A. Anderson, personal communication). In the area near Glenwood Frederick Starr (1897) in his "Summary of the Archaeology of Iowa" includes a map with no explanation which shows "hearth stones" along the bank of the Missouri in NE 1/4, Section 11, T72N, R44W next to the confluence of Mosquito Creek and the Missouri River. He gives no further information on these objects. It is possible they represented a temporary campsite. Reconstruction of the

subsistence pattern of the Central Plains tradition groups in the Glenwood locality indicates that they did use floodplain and river resources so one would expect hunting or gathering camps on the floodplain.

That the Central Plains peoples also occupied other drainages in the area is quite possible. Orr (1963:2) mentions that Keyes was shown similar sites in Harrison, Pottawattamie, and Fremont Counties. These other counties have not been surveyed for such sites with the exception of a watershed survey in the Waubonsie drainage of Mills and Fremont Counties (Hotopp, Rhodes, and Semken 1975). The Waubonsie survey noted the presence of several Woodland and Central Plains sites. It is probable that cultural developments in the Waubonsie drainage mirror those in the Pony and Keg Creek drainages, although intensity of occupation is unknown.

By A.D. 1400 the occupation of Central Plains peoples in the immediate area of the Missouri River is Iowa was complete. The reasons for their disappearance are as yet unclear but perhaps relate to drought to the west causing an out-migration of relatives toward the North. The Glenwood people perhaps joined them in their move. Occupation until European contact was sparse with little archaeological evidence. By historic periods

the area was still to be occupied by Native American populations being moved from the east. By 1830 the stage was set for the Pottawattamie Indian occupation of the area by treaty. One site from that time period is known in the Waubonsie Creek area, 13ML141, that being a probable blockhouse associated with Chief Waubonsie's village, but is not on the floodplain of the Missouri.

Prehistorically the region around the bluffs of the Missouri River marked the eastern boundary of the Plains. The area culturally was a mosaic, the result of cultures using the area to make the adaptations necessary to life on the Plains. Peoples often moved into the area with a culture adapted to the woodlands or prairies and made the transition to a Plains existence. This pattern was to be repeated by European settlers.

#### Area History

The first white men to see and report the Missouri River were the French explorers Jacques Marquette and Louis Joliet. They discovered the mouth of the Missouri in 1673 when journeying down the Mississippi. They referred to it as "Pekitanoui," or "muddy water," and this

name was used for the following half century.

Nine years after Joliet and Marquette mentioned the Muddy Water, another French traveller found the Missouri "as large as the Mississippi." Robert Cavelier, Sieur de la Salle (commonly known as La Salle), journeyed down the Mississippi in 1682, claiming the river and its valley, which he named Louisiana, for France. In 1769 French pioneers settled St. Charles, the oldest permanent community on the Missouri River.

While the French were the first to probe the interior of the Missouri Basin, their initial recorded ascension of the river did not occur until more than forty years after its discovery. In 1719 Du Tisne travelled upriver as far as the mouth of the Grand River in Missouri. Five years later, Etienne Veniard de Bourgmont, in extending Du Tisne's line of march, reached western Kansas.

In 1762, and formally recognized in the Treaty of 1763, the French transferred their claim to Louisiana to Spain, in order to prevent the land falling into British hands as a consequence of the Seven Years' War (1756-1763). It was evident at that time that the final heirs of these lands would control the entire trans-Mississippi West as well.

Spanish fear of British and Russian encroachment from the North and West led to a policy of protective expansion through which she hoped to gain loyalty of the region's Indian tribes, establish trading posts, eject intruders and protect the endangered lands. It was the fur trading interests, however, which first expanded into the region.

In 1789 the first Spanish trader in the upriver territory, Juan Munier, led a large expedition up the Missouri to the fortified Ponca village near the mouth of the Niobrara. The following year Jacques D'Eglise, under a license permitting him to hunt on the Missouri, ascended the river all the way to the Mandan villages in North Dakota, where British trade activity was confirmed.

The Company of Explorers of the Upper Missouri, commonly called the Missouri Company, was organized during May, 1793, and licensed by the Spanish government a few months later. The Missouri Company hoped to accomplish two objectives: to establish a trade monopoly with the Mandans and to remove the British from the territory.

Jean Baptiste Truteau led the first Missouri Company expedition upriver in 1794, but Indian problems on the Upper Missouri hindered their progress past the present

Fort Randall area. In the spring of 1795, the Missouri Company sent another expedition up the river, but this expedition failed to progress beyond the Niobrara. The third expedition, under James Mackay, was dispatched from St. Louis in 1795 and arrived at the Mandan villages in 1796, after spending most of the winter with the Oto above the mouth of the Platte in present Nebraska. Trading activity by this time was well established on the Missouri River.

In 1800 Napoleon reclaimed Louisiana for the French, but could not carry out plans for conquest and development, and so sold the entire region to the United States. It was in order to obtain information about the new Louisiana Purchase that President Thomas Jefferson sent Captain Meriwether Lewis and Lieutenant William Clark on an expedition which explored the territory from 1804 to 1806. Included in their journey was the stretch of the Missouri River covered by this report. The Lewis and Clark journals (see Bibliography) makes references to the physical appearance of the land, to the Indians of the area, and to the possibilities of settlement and development.

After the return of Lewis and Clark in 1806, fur trade on the upper Missouri greatly intensified. In

1807, Manuel Lisa, of the Missouri Fur Company, made the first of his many trips to the upper reaches of the Missouri where the greatly demanded beaver was plentiful. In 1811 Wilson Price Hunt led the John Jacob Astor party of the Pacific Fur Company from St. Louis to the Grand River. Manuel Lisa, concerned that their fur trading interests would compete with his, quickly acquired a boat, assembled a crew, and set out after the Astorians in order to gain first access to the Upper Missouri trade. Travelling with Hunt and Astor were two Englishmen, Thomas Nuttall and John Bradbury, whose journals record their expedition. Recording the journey from Lisa's expedition was H.M. Brackenridge. (See Bibliography) In this race up the Missouri Lisa's group ascended the river in record time, and on his return trip to St. Louis in the fall, he again set a record by going from the Arikara village near the northern boundary of South Dakota to the mouth of the Missouri in just fourteen days.

As fur trading grew in commerical importance following the War of 1812, the need for protection also increased. Consequently, a string of forts was established along the Missouri to secure American interests, first from the British and then from hostile Indians. In

order to establish a fort at the Mandan villages, and to make scientific explorations of the region, President James Monroe sent an expedition up the Missouri in 1819. He placed the military phase of the undertaking under Colonel Henry Atkinson, and the scientific side under Major Stephen Harriman Long. Due to reliance on steam-boat transportation which failed, the expedition wintered at Camp Missouri in present Nebraska. A more successful expedition was made on the Missouri from 1824 to 1826 by Lieutenant Stephen Watts Kearny.

During the decades of the 1820's and the 1830's, a major change in transportation was taking place on the Missouri highway. Prior to this time the principal craft which were used on the Missouri and its tributaries were the canoe, the mackinaw, the bullboat, and the keelboat. In 1819, however, the Western Engineer, (of the above-mentioned expedition) was the first steamboat to reach the area near Omaha. From 1820 to the 1860's there was an increasing number of steamboats on the Missouri, spurred by the Santa Fe trade, the transport of troops and supplies to western forts, the traffic in furs and pelts, and Indian trade.

By the 1830's the American Fur Company (another Astor Company) had triumphed over its competitors. Fur

resources were dwindling, fashions were changing, and the smaller companies were driven out of existence. In 1831 the American Fur Company set a new trend in the business by employing steamboats in its river trade. In that year the company's Yellowstone reached Pierre, and in 1832, it reached Fort Union.

From 1832 to 1845 steamboat traffic was dominated by the annual trips of the fur traders to their posts. In 1845 a general influx of immigration began, using St. Louis and Westport, Missouri, as their "jumping off points." Several travellers wrote journals of their trips up the Missouri on steamboats, leaving colorful descriptions of their experiences, the land and the people they encountered, and the Missouri River traffic. Among the travellers were George Catlin, an artist whose drawings of Indian life document an era, Prince Maximilian von Wied, accompanied by Karl Bodmer, also an artist, John James Audubon, who is most well-known for documenting the birds of the region, and Rudolph Friedrich Kurz, another artist.

The steamboating era left more than pages in traveller's journals. Many steamboats came to their end in the waters of the Missouri, only to be covered by mud and silt and left behind as the river moved on to

another channel. Wrecked steamboats often left their names to bends in the river, and some bends became notorious for the number of steamboats lost there. In Onawa Bend (also known as Louisville Bend and Pratt's Cut-Off) as many as ten boats may still be buried in the silt. Precise location of these wrecked steamboats is difficult to make due to the fluctuation of the river and to the different names applied to the bends and cut-offs.

The decade from 1850 to 1860 showed an especially rapid growth in settlement. Frontier settlement generally followed river valleys, and the Missouri was no exception. The lower valley filled first, and by 1856 settlement reached Sioux City. Until the 1870's, the Missouri River was an important factor in the settlement of the West. Steamship lines carried gold-seekers to Montana, South Dakota, Colorado and Nevada, and agricultural settlers to Kansas, Nebraska and South Dakota.

White settlement along the Missouri River was an extension of the westward movement which had gradually driven the native Indian groups west of the Mississippi. In 1837 the Potawatomi were removed to southwest Iowa to the present Council Bluffs region, and were under a sub-agency established there. By 1846, however, the Potawatomi were removed again after they sold their land

"north of the Missouri River, embraced in the Territory of Iowa" to the federal government for \$850,000.

In February of that same year, the first company of Mormon refugees left Nauvoo in Illinois and were followed at intervals by others. The first company reached the Missouri in mid-June of the same year. The last stop of their trail across Iowa Territory was a spot on the Missouri where a ferry was operated by Peter Sarpy. A camp was made there to serve as a base while waiting for turns on the ferry, which carried the passengers over to Bellevue. Eventually the Mormons were stretched out along the river from that point north fifteen miles where they established another ferry directly across from "Winter Quarters" in present north Omaha. While many Mormons moved on West, several settled permanently along the Missouri, helping establish many southwest Iowa communities.

By the 1870's, railroads began encroaching upon the steamboats' commercial interests. As railroad lines were completed to points along the river, the steamboats ceased using the lower river landings. The Sioux City and Pacific Railroad reached Sioux City in 1868, and was followed two years later by the Illinois Central. The immediate result was an increase in Sioux City's importance

as a river port, but as railroad lines expanded across the continent, the pattern of steamboat traffic on the upper Missouri was also altered. Transportation rates up the Missouri were cheaper than rail rates but railroad was faster and had a much longer shipping season. Thus the steamboat era along the western Iowa border drew to a close.

The railroad, as it followed the valley floor up the Iowa border, also influenced the success or failure of many small hamlets. Those lucky enough to have chosen a location along the developing line had a better chance of survival than those who were passed by. Competition between commercial centers, however, led to the death of many of the villages even fortunate enough to be on the railroad, and all that remains of these are names on the old maps.

For a good share of this country's history, everything in the West was done in reference to the Missouri River. Commercial posts and military garrisons were established, expeditions were undertaken, and all business operations were carried on with careful reference to this mighty stream. But the Missouri has also been a problem river. Because of floods and a meandering course, the river changed its channel often, causing many boun-

dary problems. This same fickle river, because of its snaking trail, has made it very difficult to pinpoint locations of sites over a hundred years old. The locations given on the maps accompanying this report have been made to the best of the researcher's ability, considering the changes in river course and lack of specific site references in many source materials.

## LIST OF SIGNIFICANT HISTORIC SITES

### Holt County, Missouri

H1. The Steamboat Lilly or Lily, a stern-wheeler weighing 226 tons, sank October 24, 1868, at Rush Bottom Bend, "one bend below Rulo." (It is actually one bend above Rulo.) (Chittenden report)

H2. The Steamboat General Custer, a stern-wheeler, sank between Winnebago Bar and Rush Bottom in 1879. (Chittenden report)

H3. The stern-wheeler Dells struck a snag causing the boilers to explode on October 26, 1878, above Arago, Nebraska. The boat and cargo were a total loss, and two lives were lost. (Chittenden report)

H4. Hemm's or Hemme's Landing was established in 1844 about two miles west of the present site of Corning, Missouri. At one time it was the most important trading point between Council Bluffs and St. Joseph. It was abandoned in 1868 due to the encroachments of the river. (Mills, p. 530)

H5. The St. Mary, a 300 ton side-wheeler broke in two and sank when it hit a snag at Hemme's Landing, September 4, 1858. It was bound from St. Joseph to Omaha.

(Chittenden report)

Atchison County, Missouri

A1. The stern-wheeler Dallas hit a snag and sank at Morgan's Island in the 1870's. (Chittenden report)

A2. Langdon was a small community established in 1880 on the farm of Colonel P.A. Thompson, three miles south of Phelps City. It was on the Burlington mainline and included one store, one hotel, one church, one lumber yard, one blacksmith shop and a fishing resort. (Stapel, p. 327.)

A3. The Bishop, a small sternwheel steamer, was swamped at the head of Peru Cut-off on July 15, 1867. The boat, loaded with corn, struck a strong current from the new cut-off when coming out of the old river channel. The boat capsized and the mate was lost. (Chittenden report)

A4. Francis Duroins kept a small trading post at the mouth of the Nishnabotna. (Chittenden, p. 40)

A5. The Steamboat Ontario, loaded with rails for Omaha, struck a snag and sank, September 22, 1866, at Kansas Bend. (Chittenden report)

A6. The Kansas, a side-wheeler, sank April 25, 1853, at Kansas Bend above Linden Landing. (Chittenden report)

Fremont County, Iowa

F1. The Steamboat Dacotah no. 1, a 300-ton sidewheeler, sank thirteen miles above Peru in 1851. (Chittenden report)

F2. Lewis' or Hamburg Ferry Landing. 4 miles west of Hamburg. (DHP ms. notes)

F3. Stephen H. Long's expedition camped at an "old trading house in ruins" estimated to be located about 3 miles south of Nebraska City on the north (Iowa) side. According to John Gale's journal, the expedition "Encamped on the North side near the lower point of Oven Islands-two in number. One in the middle of the river, the other on the South Shore opposite Terriens Prairie on the North and at an old trading house in ruins." Editor Nichols states the building was not mentioned by Lewis and Clark and was probably either a fur trading establishment or a temporary shelter for riverboat crews. (Gale, p. 72)

F4-6. Steamboat wrecks included the:

Gem on November 9, 1869,

the Geneva II in 1850

and the Lizzie Campbell, a transfer boat wrecked by ice  
at Nebraska City, March 6, 1883. (Chittenden report,  
DHP ms. notes)

F7. Paney's or Payne's Landing. Opposite Nebraska City.  
(DHP ms notes)

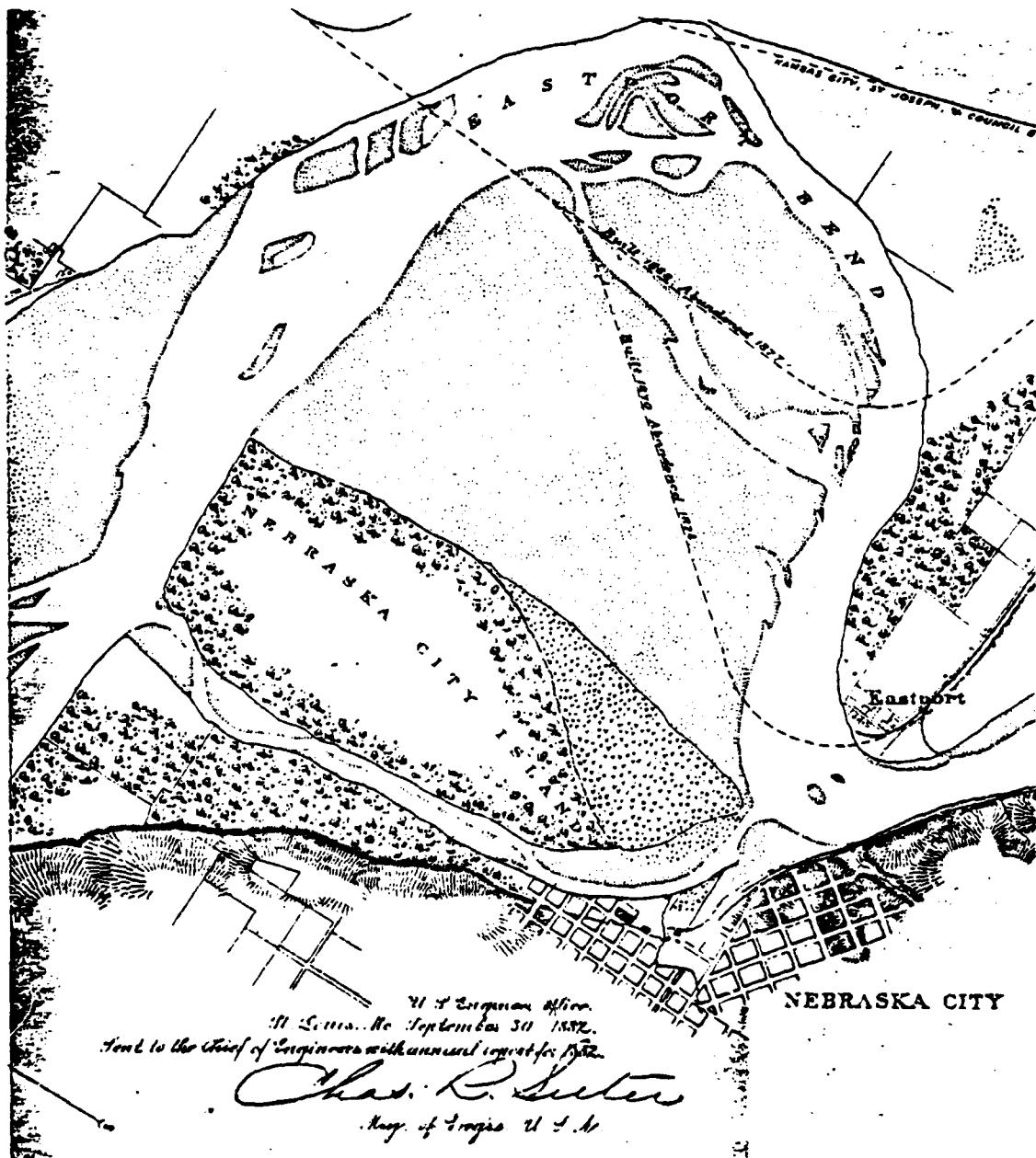
F8. Eastport was a village on the east bank of the Mis-  
souri opposite Nebraska City. It was laid out in 1870.  
The post office existed from 1867 to 1889. In the late  
1870's the population was 300 people and the town inclu-  
ded 2 dry goods stores, 1 drug store, 1 shoe and harness  
shop, 1 tavern, 1 large school house, 1 beer saloon,  
and 1 steam flouring mill.

The first ferry at this site was begun at least  
by 1844 by John Boulware.

(Mott, p. 526; Lingenfelter; 1881 History Fremont Co.,  
p. 409, 542; DHP ms notes; map attached)

F9. Steamboat Glencoe. A side-wheeler snagged at Cope-  
land's Bend, 3 miles above Nebraska City in 1887. (Chit-  
tenden report)

F10. Civil Bend steamboat landing and woodyard was lo-  
cated 3 miles north of Nebraska City in the NE quarter



Map of Eastport-Site F8 (Mott, p.16)

of the NW quarter of Section 13, Township 68, Range 44, about 3/4 miles south of the Gaston post office (later Percival). The landing was operated by John and William McPherson in the early 1840's.

That the Civil Bend area had natural boat landing facilities is evidenced by the fact that Lewis and Clark encamped in the area on July 19, 1804, Lutting on June 24, 1819, and Audubon on May 7, 1843. By 1849 Civil Bend developed into a settlement including a sawmill and several frame buildings. The main body of settlers had come from Ohio with the intention of establishing a college, but in 1850 the waters of the River rose, and the settlers moved inland to Tabor.

(Farwell: Sidney Argus-Herald, Feb. 18, 1971; Mott, p. 526; Cunningham, p. 133; 1881 History Fremont County, p. 541)

F11. In September of 1856 the Steamboat Genoa sank at Civil Bend. (Farwell: Sidney Argus-Herald, Feb. 18, 1971)

F12. Sidney Landing was located 12 miles west of Sidney. (DHP ms. notes)

F13. In 1857 the village of Eureka was set up by M.F. Platt and a Mr. Chapman. Jonah Parsons erected a saw-

mill which by 1881 was destroyed by the river. (1881 Fremont County History, p. 541)

F14. Osage post office was established April 1, 1851, very near Bartlett. This area was subject to frequent flooding. (Farwell: Sidney Argus-Herald, Oct. 17, 1974)

F15. From Osage, the Kingsbury Landing Road led straight west to Millville on the east bank of the Missouri River. In 1854 Thomas Thomsen kept a ferry here and called the landing Rushville. (Sources also indicate a Rushville a few miles north in Mills County. See M2.) By 1859 county records were calling it Millville. It was the steamboat landing for Plum Hollow, Tabor, and northeast Fremont County. (Farwell: Sidney Argus-Herald, Oct. 17, 1974)

#### Mills County, Iowa

M1. The Steamboat Pocahontas no. 1 was a side-wheeler which sank immediately a half mile below Rock Bluff on August 11, 1840, when a snag tore a hole nearly to the stern. The boat was a total loss, but the cargo consisting of groceries, books, furniture and money was saved. (Chittenden report; DHP ms. notes lists this as Pocahontas no. 2 and cites McDonald, p. 462)

M2. Rushville was established in 1846 by a group of about 30 Mormons, approximately 4 miles north of what became the Fremont-Mills County line on Keg Creek and the Missouri bottoms. At first the settlers lived in tents, and later in log cabins. Most of the group moved on west, and others moved to Glenwood. For some years a rough slab of limestone marked the grave of the first white man buried in the county. It read: "J. Eastman, died April 10, 1847, aged 60 years." (Wortman, p. 59; Mott, p. 46-48)

M3. Plattville was a town shown on maps from 1854 to the late 1860's a short distance south of East Platts-mouth. Samuel Martin ran a ferry at this point (Martin's Landing) in 1852. (Mott, p. 46-48; 1881 Mills County History, p. 430)

M4. East Platts-mouth was a village on the banks of the Missouri River in Section 26 of Plattville Township, opposite Platts-mouth, Nebraska. A succession of town-sites were platted for this area and there is some disagreement between Mott (p. 721) and Wortman (p. 46) as to the sequence of locations. Mott states that the first name given the town was Bethlehem in 1846, but this townsite was washed away by the river. Sharpsburg

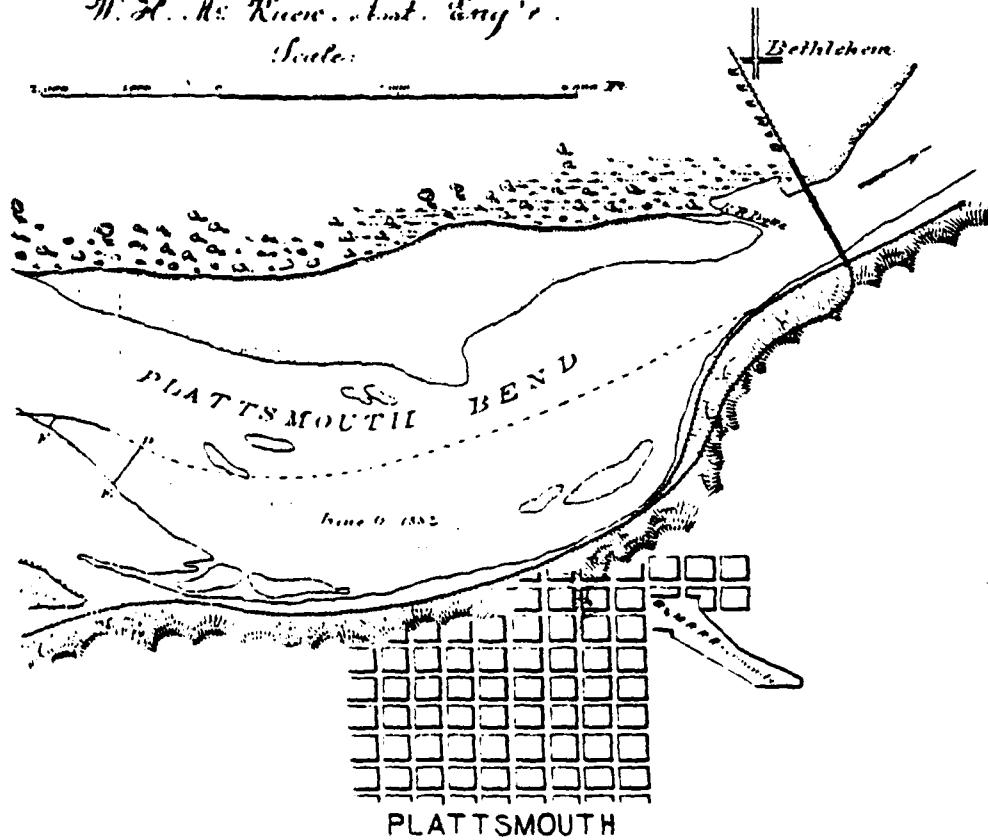
was built a little farther from the river, and that location was later named Junction City and eventually East Plattsmouth. Wortman says that Col. Joseph L. Sharpe who ran a ferry from the east bank (from an extension of the section line dividing sections 23 and 26, township 72 North, range 44 West) to Plattsmouth, founded Sharpsburg on the site of Bethlehem, and developed 7 structures which appeared in an 1891 atlas. From 1870-1872 the same community was apparently called Junction City, and from 1877-1884 the post office was labeled East Plattsmouth, which didn't fade away until after the turn of the century. Sharpe's ferry was maintained by his successors until the Highway 34 toll bridge was built in the 1930's. (Wortman, p. 17-21; Mott, p. 46; maps of Bethlehem and Sharpsburg attached; DHP ms. notes)

M5. The Burlington Railroad Bridge at Plattsmouth was the second in the county to be built of steel made by the "Hay" process. It consisted of 5 spans and included footwalks of oak with wire cable handrails. This bridge was replaced in 1903. Two spans of the old bridge were removed to the Burlington branch over the Des Moines River, and one short span was moved to the Grand River near Albany, Missouri. (Wilson, p. 395)

MAP  
OF THE  
MISSOURI RIVER  
in the vicinity of  
PLATTSMOUTH, NEB.

from surveys made 1881 & 1882  
under the direction of  
Major Charles R. Suter  
Corps of Engineers, U.S.A.  
W. H. McRae, Asst. Eng'r.

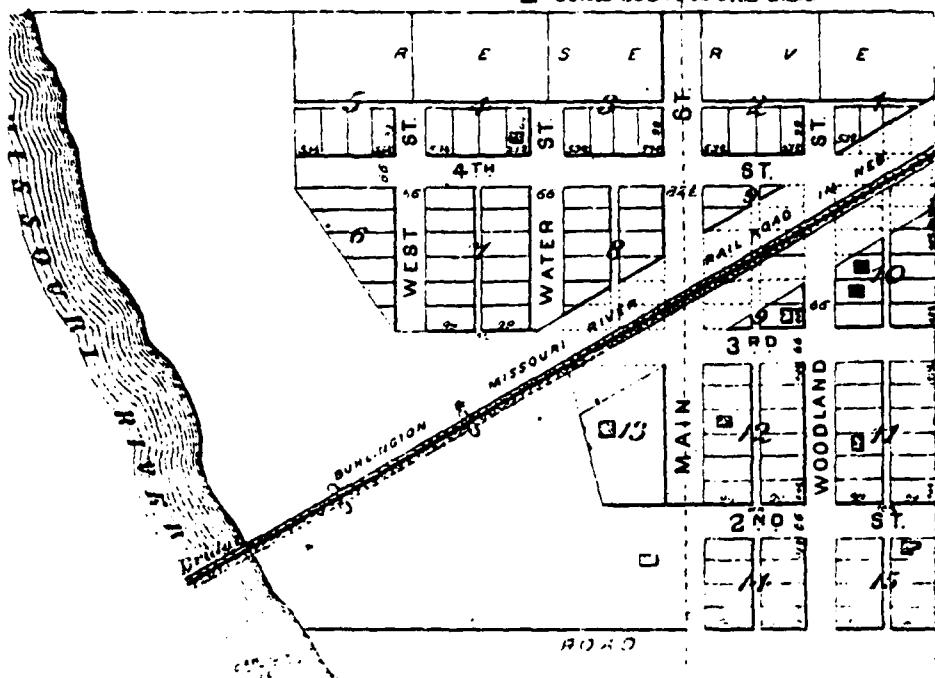
Scale:



Map Showing Location of Bethlehem-Site M4

# SHARPSBURG

Scale 300 ft. to one inch.



Sharpsburg was on the site of Bethlehem and even later was known as East Plattsouth. Its post office was called Junction City.

Map of Sharpsburg-Site M4

M6. The Steamboat W.W. Walker was sunk by a snag "near Plattsmouth" November 14, 1874. (Chittenden report; DHP ms. notes)

M7. The center-wheel Steamboat Mary McGee sank due to ice on April 6, 1877, at Plattsmouth. (Chittenden report; DHP ms notes)

M8. The stern-wheeler General Grant sank in the ice 3 miles below Bellevue on March 18, 1866. It carried 172 tons of freight bound for Ft. Benton. (Chittenden report; DHP ms. notes)

M9. The Steamboat Pirate, a side-wheeler, snagged and sank 3 miles below Bellevue in 1842. (Chittenden report; DHP ms notes)

M10. Florence was a community established in 1851 on the Missouri River west of Pacific City. (Wortman, p. 59)

M11. St. Mary was a town established by Peter A. Sarpy (see Trader's Point M13.) in 1836. It was located on a low ridge about one mile east of the river near the southwest corner of St. Mary Township. The town had the usual commercial establishments including a newspaper, but it was especially known for its windmills.

Two of these windmills were "large well-built structures with enormous vertical sails."

Maps of St. Mary's Township of the 1850's show the channel of 1851 more than a mile west of town. In a few years the river shifted eastward and by 1875 it had washed away all of St. Mary. The meandering Missouri shifted almost to the edge of Oak Township at the base of the bluff before heading back west. (Mott, p. 46-48; Wortman, p. 13-15)

M12. Cerro Gordo was a post office in St. Mary Township on the Missouri River a short distance below the mouth of Mosquito Creek. It was in existence from 1853 to 1863 and served the town of St. Mary (M11.) as well.

M13. Trader's Point was a hamlet and ferry on the Missouri River near the northwest corner of St. Mary Township near the Pottawattamie County line. In the 1850's it was said to have been located on the Northwest quarter of Section 35 of Township 74, Range 44, a half mile north of the Mills County line, but after 1870 it is shown south of the line.

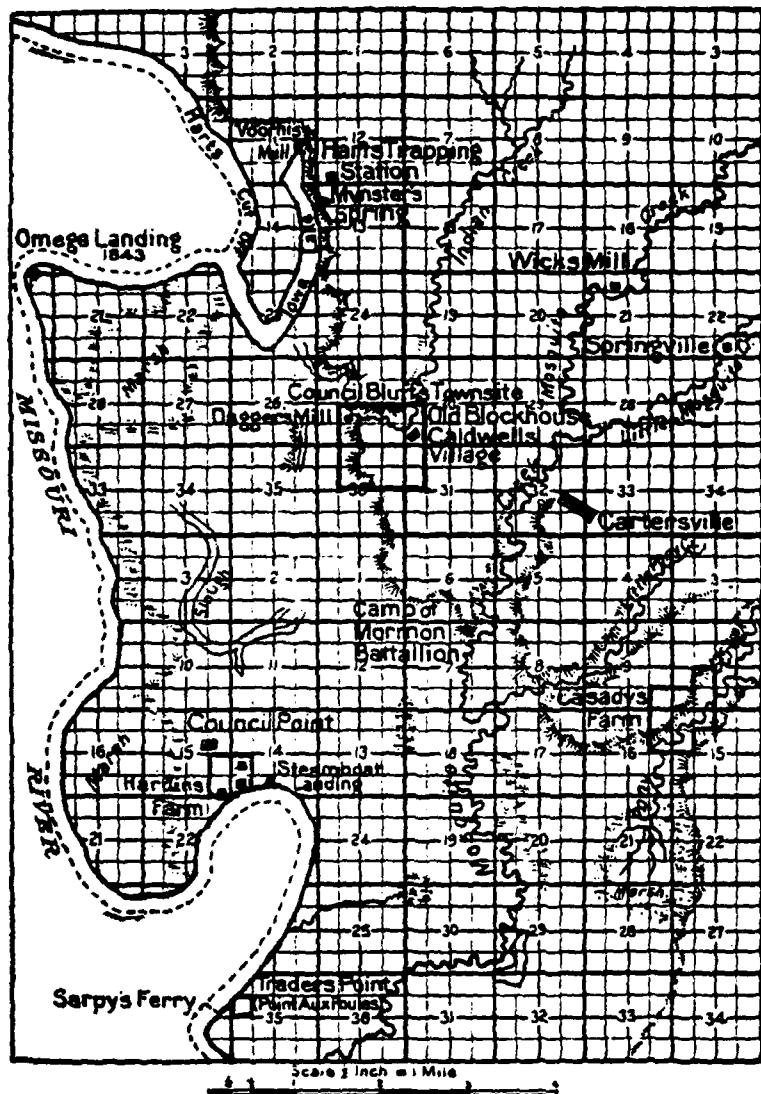
In 1837 the Pottawattamie Indians were removed to Iowa and the Council Bluffs Sub-agency was established at a point one mile above the mouth of the Platte on

the east side of the Missouri River. This office was under the jurisdiction of the agency at Bellevue. (According to the same source, this location would be near Hardin's Farm. See Pl) About 1843 the sub-agency offices were moved up the river to Trader's Point (known as Point aux Poules at that time). A trading post known as Hamilton's was established there about 1837.

By 1846 Peter A. Sarpy had taken charge of the American Fur Company post extending to both sides of the river including Bellevue and Trader's Point. He ran a ferry connecting both operations, including one mile above and below where the east half of section 26, township 73N, R44W borders on the Missouri.

The site of Trader's Point was later washed away but for a few years the name survived as the name of a railroad station at the northern edge of St. Mary Township. (Mott, p. 46-48, 66; Wortman, p. 13-15; Kurz, p. 60; Babbit, p. 10 and map attached; DHP ms. notes)

M14. Townsend's Ferry was granted operation from Trader's Point or "any other practicable crossing place within five miles" in 1848. (DHP ms. notes)



MAP OF THE VICINITY OF COUNCIL BLUFFS

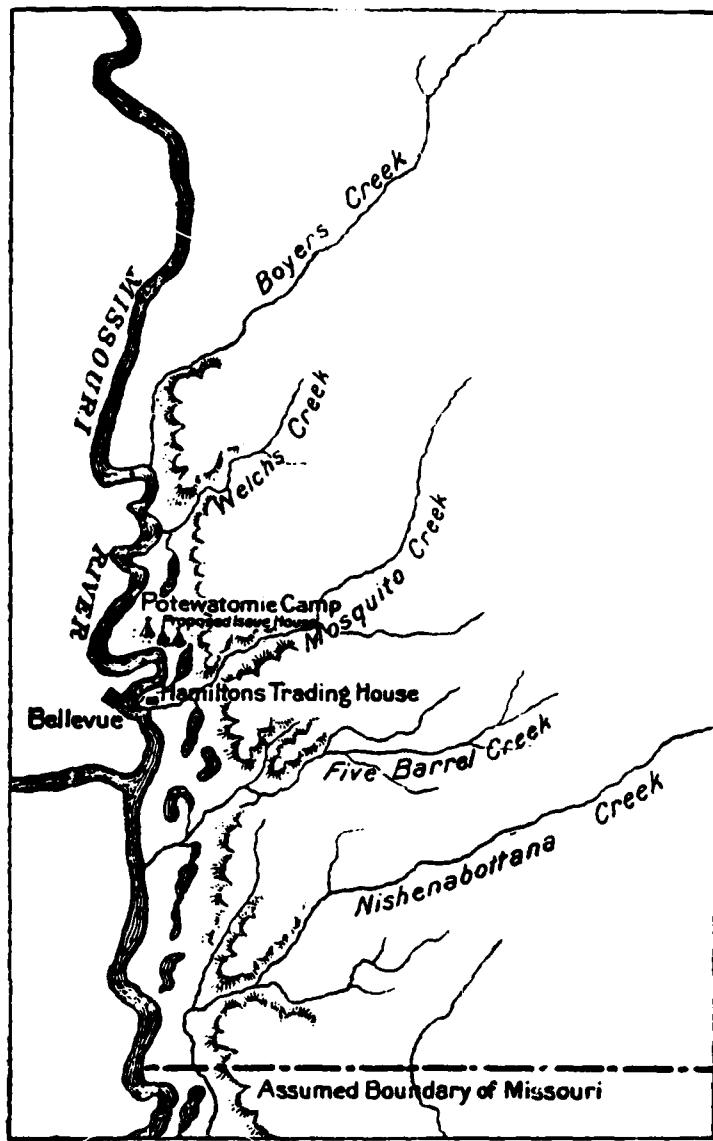
Babbit, p. 10

#### MAP OF THE VICINITY OF COUNCIL BLUFFS.

This map, or diagram, has been prepared from the plats of surveys made in 1851-1852 by the United States Government, and from other sources of information deemed reliable. It shows the west two-thirds of each of the townships 74 and 75, range 43, and all of each of the fractional townships 74 and 75, range 44.

All points laid down thereon, except Camp of Mormon Battalion, Hart's Trapping Station, Caldwell's Village, and Omega Landing—1843, are fixed in accordance with the records of the General Land Office. The locations of the Old Blockhouse and Caldwell's Village have been indicated from records found in the Indian Bureau and War Department, and various concurrent sources of information. The locations of the Omega Landing and Hart's Trapping Station are shown as supposed to be from historical writings found to have bearing in relation thereto. The Camp of the Mormon Battalion is shown to be located as indicated upon information by Rev. Henry De Long, and by writings of Colonel Thomas L. Kane and others made at the time. The authorities are more fully described in the text of the book.

Babbit, p. 11



SKETCH MAP OF THE POTAWATTAMIE COUNTRY

Babbit

### **SKETCH MAP OF POTAWATTAMIE COUNTRY.**

The Sketch Map from which this diagram is taken—slightly larger than this copy—was made at or near Council Bluffs in 1837 by Dr. Edwin James, the first Sub-Agent in charge of the Potawattamie Indians in Iowa, to accompany the first official report (August 11, 1837,) submitted by him to General William Clark, Superintendent of Indian Affairs at St. Louis, and was by the latter forwarded to the Secretary of War, then in charge of Indian Affairs, with a letter dated September 20, 1837.

It will be remembered that at the time the sketch map was made no survey of any character had been made of the country to which the map relates; that Dr. James made the drawing entirely from his own observation and from information derived from trappers and others who had partially explored the region. Taking into consideration these facts the map is wonderfully accurate.

The original of this map is in the office of the Commissioner of Indian Affairs, Washington, D. C. (Potawattamie File "C"). Notice the name "Welch's Creek" applied to what is now called Pigeon. It was named "Indian Knob Creek" by Lewis and Clark, and is shown on Nicollet's map of 1843 as "Gopher Creek."

Pottawattamie County, Iowa

P1. A gambling casino was built and operated by Ben Marks on the Mills-Pottawattamie County line in Section 36 of Township 74, Range 44. This location is recorded in the Iowa Division of Historic Preservation files as Historic Site Number 78-74N44W-001.

The structure was originally a 3-story log building exhibited at the Minnesota Exposition and the International Exposition of 1898. Ben Marks marked each log, disassembled the building and floated it down the river, reassembling it on the county line with some structural additions. The building housed a gambling casino, residence, and "house of ill-repute" and was placed on the county line so that when one county's officials raided the establishment, customers could move to the other side of the building and be legally out of the county.

(DHP site file)

P2. Long's Landing, one mile south of Lake Manawa, is presently a 24-acre tract which includes the 1819 landing site of Stephen H. Long's Western Engineer, the first steamboat to reach the Council Bluffs area.

(Pratt, p. 214)

P3-4. The original landing of the Pottawattamie Indians

in 1837 was in the vicinity of the agency farm (Hardin's Farm), possibly at the landing shown by government survey about one mile below Hardin's house, now Lake Manawa. Shortly after the Indians arrived, the headquarters of the sub-agency were established at a point nearly opposite the mouth of the Platte River (see M13).

In 1842 a company of dragoons under command of Captain John H.K. Burgwin was sent from Ft. Leavenworth to protect the Pottawattamie Indians from threatened attack by the Sioux. The company's encampment, Camp Fenwick (later called Fort Croghan) was in the vicinity of the old steamboat landing. On account of high water the camp was removed in the spring of 1843 to the highlands and abandoned October 6, 1843. (Babbit)

P5. Council Point was a place shown on maps from 1855-1868 near the shore of Lake Manawa in the Southwest quarter of Section 15, Township 74, Range 44, three miles south of the Council Bluffs business district.  
(Mott, p. 63-66 and Babbit map attached)

P6. The Union Pacific Railroad Bridge (near River Mile 615) consisted of an iron superstructure 2750 feet long in eleven spans resting on tubular iron piers filled with masonry. Two-foot deep excavations were made

into the marble-like bedrock for the piers, and at one of these excavations, Samuel Leonard chiseled the square and compasses of the Masonic Order, and in the center he cut the words: "Zion Lodge No. 514, New York." (Hubbard)

P7. The Steamboat Edgar was sunk by ice "near Omaha" on March 26, 1884. (Chittenden report)

P8. The stern-wheeler General Terry struck the Union Pacific Railroad Bridge and sank June 10, 1888. It was carrying troops and military equipment. Cargo worth \$4500 sank, but no lives were lost. (Chittenden report; DHP ms. notes)

P9. The Steamboat Lady Grace was destroyed by fire at landing in Omaha on January 3, 1870. No cargo was lost. (Chittenden report; DHP ms. notes)

P10-11. The Steamboats Grand Ferry and Bartram sank "above Omaha" in 1864. (DHP ms. notes)

P12. Omega Landing, dated 1843 on Babbit's map, was located on the line between Sections 17 and 20, Township 74, Range 44. (Babbit, p.7)

P13. Hart's Trapping Station was situated as early as 1824 at the confluence of springs in a bluff valley less

than a half mile from an oxbow lake ("Big Lake" or "Iowa Lake"). There were at that location in 1855 the remains of "buildings of considerable size, surrounded, or partly so then, by what appeared to have been a sod fence within the enclosure of which had been included the meeting of the springs." (Babbit, p. 10-13 and map attached.)

P14. Voorhis Sawmill was probably built early in 1851 by either or both Cornelius Voorhis or Stephen T. Carey who jointly purchased the land. Field notes of a government survey made in November 1851 mention the sawmill on Section 11, Township 75, Range 44. The power for the mill came from a spring flowing from the hills. There is no record to the length of operation, but it was in ruins by 1855.

P15. Americus was shown on maps of the early 1860's as on the Missouri River a little below the mouth of the Boyer. On maps a few years later it was located in northwest Hazel Dell Township on Pigeon Creek. (Mott, p. 63-66)

P16. The stern-wheeler Emma sank 20 miles above Omaha in a storm August 1, 1873 (Chittenden report)

Harrison County, Iowa

HA1. Lewis and Clark reportedly camped August 4, 1804, on the section line between 29 and 30 of Township 78, Range 45. (Hunt, p. 61)

HA2. Cincinnati was platted June 9, 1857, on Section 22, Township 78, Range 45, by W.V. Mason who represented a group of 33 men. This location was on the banks of the Missouri River about one mile south of California Junction (HA4), and was chosen as a steamboat landing because of the accessibility of timber for fuel supply. The settlers hoped the railroad would cross the river at their location and expand their development. Several years later a branch of the Chicago and Northwestern did cross here, but the town of Blair developed on the west side of the river, overshadowing the Iowa settlement. (Mott, p. 533-34; 1891 Harrison County History, p. 75, 224)

HA3. Yazoo Landing was a steamboat landing at the site of Cincinnati (HA2). Yazoo was also the name of the post office from 1859 to 1875 at the town of Cincinnati. (DHP ms. notes; Mott, p. 534)

HA4. Parrish City was platted by Isaac Parrish on sections 21 and 22 of Township 78, Range 45 on May 22, 1858,

adjacent to Cincinnati (HA2). Its hopes were nipped in the bud by the railroad survey which passed it by.

(1891 Harrison County History, p. 75, 224; Mott, p. 533-34)

HA5. California Junction was located in the southeast corner of the northeast quarter of section 15, township 78, Range 45 at the point where the Sioux City and Pacific railroad branch leaves the Chicago and Northwestern line. The town was platted by the Missouri Valley Land Company September 9, 1880, and apparently combined the remains of Cincinnati (HA2) and Parrish City (HA3). A general store opened in 1867, the Fountain Brothers erected a frame building in 1883, and a creamery was built in 1888. In 1890 a two-story frame town hall was erected. (1891 Harrison County History, p. 75, 224; Smith, p. 399)

HA6-8. The previous sites (HA1-HA5) were on or near the current DeSoto Bend, where three steamboats met their end.

The sternwheeler Bertrand was on its maiden voyage to Fort Benton when it hit a snag or sandbar and sank on April 1, 1865. One hundred and three years later its cargo was excavated revealing a cross section of

19th century frontier life. The Bertrand was placed on the National Register of Historic Places March 24, 1969.

The Cora sank in May 1865 in 6 feet of water near the Bertrand. Its cargo and machinery were salvaged the same year. The A.E. Stannard was northbound on May 13, 1865, when it sank in deep water "a stone's throw from" the Cora II and Bertrand. Its cargo contained mining stores for Fort Benton. (DHP ms. notes; Chittenden report; Pratt, p. 100-102)

HA9. The Steamboat Benton I, a sternwheeler owned by Durfee & Peck fur traders, was snagged May 19, 1869, eight miles above DeSoto, Nebraska at Benton Bend. The boat was lost and very little cargo was saved. It had previously been injured by a collision with a St. Charles bridge. (Chittenden report; DHP ms. notes)

HA10. Early in 1855 a hand ferry crossed the Missouri from the mouth of the Soldier River. (The mouth of the Soldier River at that time was probably near locations of HA11 and HA12, according to Andreas' map) This ferry was operated by a Mr. Ellis and was used by the mail route from Cumming City, Nebraska, to Magnolia, Iowa. In 1886 a steam ferry attempted opera-

tion from section 30 but the engine proved too heavy and the project was abandoned. (1891 Harrison County History, p. 229)

HA11. The first schoolhouse in Clay Township was built of rough cottonwood boards in the northwest quarter of section 25 in 1856. As of 1891, two other schoolhouses had been erected on the same site. (1891 Harrison County History, p. 229)

HA12. The Lewis and Clark camp site for August 5, 1804, is reported to have been located in Section 29, township 79, range 45. (Hunt, p. 61)

HA13. The Steamboat Amanda, a northbound sidewheeler, was destroyed by fire at Peter's Landing, Iowa, on November 17, 1867. (DHP ms. notes; Chittenden report)

HA14. Sandy Point Ferry is shown on Andreas' map, crossing the Missouri from section 17, township 79, range 45. (Andreas, p.48)

HA15. A Lewis and Clark campsite is reported at section 9, township 80, range 45 for the date August 6, 1804. (Hunt, p. 61)

HA16-17. River Sioux existed as a town at two locations.

The first town site was platted September 10, 1868, by John I. Blair on section 23, township 81, range 45.

The second River Sioux was platted December 7, 1875, by the Sioux City and Pacific Railway on section 26, township 81, range 45. The result was a compromise between the two. The first village was failing without the railroad, and the railroad needed the commercial support of the town. The railroad company took half interest in the original town site and moved their depot and a sidetrack to the village.

In 1891 a general store sat on the east side of the track. There were also two grain dealers, one lumber dealer and one hardware dealer. A two-story frame school was built in 1882, and an older school building was converted to a church building. The town included an elevator and warehouse. (1891 Harrison County History, p. 75, 195; Smith, p. 393)

HA18. The Steamboat Gallatin, a stern-wheeler built in 1864 for Fort Benton trade, sank at the mouth of the Little Sioux River on April 16, 1869. (Chittenden report; DHP ms. notes; SlMPC study, p. 252)

HA19. The Steamboat Judith owned by the Tennessee Packet Company and involved in their trade with Fort Ben-

ton, sank on July 30, 1888 after striking a snag near Pelican Island. (SIMPC study, p. 251)

HA20. The General Meade also sank near Pelican Island on August 25, 1888. Its cargo contained 4,000 sacks of wheat. (SIMPC study, p. 251)

HA21. Five miles above the mouth of the Little Sioux the sternwheeler Elk sank in 1918, carrying a cargo of coal, lumber, and merchandise. (DHP ms. notes)

Monona County, Iowa

MN1. Maps dated 1884 show Lindley's Steamboat Ferry in the northwest quarter of Section 31, Sherman Township. (SIMPC, p. 250)

MN2. The ferryboat Newa, operated by the Blenco Co-operative Ferry Company, became frozen in ice in 1927 or 1928. Parts of the Newa were salvaged for scrap, but the remainder sank south of Huff's Access. (SIMPC, p. 249)

MN3. Pickle City, a lightly populated community spread over an area of ten square miles in the northwest corner of Sherman Township, was so named because its inhabitants made their living by growing cucumbers to be used for pickles. In 1924 the Missouri cut on the

north side of Blencoe Bend which became gorged with ice. The people of the area feared that the river would cut back to its old channel, the Mulvihill-McIntyre Lake. As the water moved toward the lake, it flowed through Pickle City causing considerable destruction. (SIMPC, p. 249)

MN4. In the summer of 1852, Aaron Cook came to what is now Monona County, making him one of the first settlers in this region. Cook's Landing was located on a portion of his land seven miles southwest of Onawa on the Missouri River in Section 6 of Sherman Township. (SIMPC, p. 248-249)

MN5-15. The Steamboat Seitz sank for unknown reasons at the head of Onawa Bend before 1897.

Also at the head of Onawa Bend the stern-wheeler Damsel, a circus boat, sank in 1876. The circus troupe aboard were rescued, but their cargo was lost, although there were salvage efforts made in 1878.

The Steamboat Onawa sank at Onawa Bend in 1880.

The Jacob Sass sank in May 1868 "below Decatur; opposite Onawa" and was carrying a cargo of railroad iron.

The Exchange sank April 25, 1869, at Decatur.

The sternwheeler Mariner also sank at Onawa Bend near

Decatur on May 9, 1867. It carried a cargo of wheat and railroad ties.

The Nora struck a snag and sank May 30, 1867, below Decatur, at Pratt's Cut Off or Louisville Bend. Its cargo included mining supplies, a \$30,000 quartz mill, military goods and carpenters' tools. Only the personal baggage of troops was saved.

The sternwheeler Roanoke sank at Pratt's Cut-off or Louisville Bend in 1867.

The Tennessee was northbound and sank on the right bank at the head of Louisville Bend on April 25, 1869. Its cargo, miscellaneous freight for Sioux City, was partly saved.

The Louisville hit snag and sank at Louisville Bend in April, 1864.

There is some question as to the site of the Steamboat Nugget. It was northbound with supplies for Fort Benton when it hit a snag. Sources disagree as to whether it was Dakota City or Decatur City. Chittenden's map and the Monona County Gazette supports the Onawa site. (Chittenden report; DHP ms. notes; SIMPC, p. 247-248)

MN16. Lake City was a small community located in the east bank of Blue Lake in Section 1 of Franklin Town-

ship (SIMPC, p. 245)

MN17. Tieville was a post office operating between 1876 and 1878 in the southwest portion of Lincoln Township on the Missouri River. It was located seven miles west and one mile south of Onawa and included the first saw-mill in western Monona County. (SIMPC, p. 243; Mott, p. 49)

MN18. Hull's Ferry operated on the Missouri River near Tieville in Section 7 of Lincoln Township, west of Blue Lake (SIMPC, p. 243)

MN19. Lewis and Clark's campsite of August 10, 1804, was located in present Monona County, probably near the north end of Blue Lake. (SIMPC, p. 77)

MN20. Lewis and Clark camped in present-day Lincoln Township of Monona County on August 9, 1804. On their return trip they camped a few miles below this site on September 5, 1806. (SIMPC, p. 74, 95)

MN21. Maple Landing grew out of the necessity of having a trading post in the vicinity. It was located on the line between Sections 17 and 18 in Township 84 (Lincoln) Range 46. The first general store opened in 1870. The second building was erected in 1874, and a blacksmith

shop began business in 1875. The post office was established in 1869 at the house of Charles Cutler on Section 16. (SIMPC, p. 236; 1890 Monona County History, p. 227)

MN22. The Lewis and Clark expedition camped on August 11, 1804, on the north side, in a bend of the river which later became Badger Lake (in Lake Township). (SIMPC, p. 77)

MN23. Badger Lake was a hamlet on the west side of the lake by the same name. It was served by the Lossing post office from 1884 until 1901. (SIMPC, p. 236; Mott, p. 48-49)

MN24. The Steamboat Katy P. Kountz sank in 1878 near the Omaha-Winnebago Agency. (Chittenden report; DHP ms. notes; SIMPC, p. 235)

MN25. The stern-wheeler Don Cameron was a government transport boat carrying baggage and personal property for the Fifth Infantry from Fort Leavenworth to Fort Keogh, when it sank May 17, 1877, near the Omaha-Winnebago Agency. The boat and cargo were a total loss. Several lawsuits arose following the disaster stemming from the fact that an officer, not a pilot, was steer-

ing the boat.

MN26. Albaton, a hamlet in Section 9 of Fairview Township, grew to a population of 25 by 1890. The post office operated from 1877 to 1901. Its other businesses consisted of two stores, a livestock dealer, physician, blacksmith, and a carpenter. The Lutheran Church was built in 1885 on Section 11. (SIMPC, p. 234; 1890 Monona County History, p. 234; Mott, pl 248)

MN27. The Steamboat Carrie was bound for Fort Benton when it sank on August 14, 1868 about two miles above Indian Mission, Nebraska. The boat, valued at \$20,000, and cargo were a total loss. (Chittenden report; DHP ms. notes; SIMPC, p. 233)

MN28. The Steamboat Sunset sank July 18, 1869, at a point approximately forty miles below Sioux City. (Chittenden report; DHP ms. notes; SIMPC, p. 233)

Woodbury County, Iowa

W1. "Flower's Island," an area located three miles west of Sloan, at the boundary between Woodbury and Monona counties, was formed in 1870 when the Missouri cut chutes around that area. It ceased to be a true island when, by 1915, shifts in the river's course

attached the area to Iowa.

The island was named for "King" Wilbert Flower who lived in this wilderness for many years. Other families moved to Flower's Island until, by the late 1930's, they were able to maintain their own school. These people so valued their privacy that they reportedly chased off a number of women from Onawa, who came with donations. In a similar fashion, they discouraged state inspectors sent to test their cattle.

In 1940 the U.S. Federal Court ruled that 600 acres of Flower's Island actually belonged to the Winnebago Indians and ordered that the land be incorporated into the reservation. The court based its decision on the course of the river as it flowed in 1870, before the chutes were created. (SIMPC, p. 231-232)

W2. Lakeport was a settlement located in Section 21 of Lakeport Township. A post office operated here in 1857 and 1858 as well as from 1889 to 1902. (SIMPC, p. 229; Mott, p. 143-144)

W3. John Nairn, a pioneer lumberman who came to the region in 1869, started a saw mill operation in Lakeport Township, about four miles southwest of Salix. The thousands of feet of cottonwood and elm his mill

turned out every year were of high quality and accurately cut. Although some of the lumber was hauled to Sioux City, most of it was used in the construction of residences and farm buildings in the community.

In addition to furnishing lumber and building materials, the mill produced hundreds of cords of wood for fuel each year. Much of this wood was sold to the Sioux City and Pacific railroad to power locomotives and heat its buildings and coaches. This wood was delivered to Salix or Sloan during the winter months where it was stacked along the railroad right-of-way in ricks eight feet high and 200 to 300 feet long. (SIMPC, p. 230)

W4. William and Benjamin Glover established a saw mill in 1882 about one mile west and three miles south of Salix.

Some size of the mill may be gathered from the fact that the boiler powering the saw was 22 feet long and the flywheel on the engine was seven feet in diameter. In addition to local timber, thousands of logs were brought down the Missouri in rafts to be processed here. The mill passed out of existence during World War I. (SIMPC, p.229)

W5. Brown's settlement, used by stagecoach drivers on

the Council Bluff's road to water the horses, existed during the 1850's and 60's in Section 2 of Lakeport Township. Its hotel and stable were operated in 1855 by a proprietor named Benner.

W6. The Steamboat Gus Linn, owned by Captain W. Beasley, sank at the Henry Chattillon Bend in 1865. (SIMPC, p. 227; Chittenden report; DHP ms. notes)

W7. New Buffalo was a moveable post office which operated between 1856 and 1878 in the vicinity of present-day Salix. (SIMPC, p.226)

W8. The Steamboat Eclipse was engaged in Fort Benton trade when it sank September 3, 1887, about fifteen miles below Sioux City. (Chittenden report; SIMPC, p. 225)

W9. The settlement of Weedland was located several miles west of Brower's Lake in Liberty Township. It was in existence as late as 1890 when it had approximately 350 residents. (SIMPC, p.224)

W10. On June 2, 1868, the Steamboat Bridgeport, a 250 ton stern-wheeler, struck a snag and sank about 1 1/2 miles below Dakota City, Nebraska. The boat and cargo were a total loss. (Chittenden report; SIMPC, p.223)

W11. In 1857 the town of Sergeant's Bluff City was platted approximately three miles south of Floyd's Bluff. It was located in the same quarter section with another town called Sergeant's Bluff, both having been named in honor of Sergeant Charles Floyd. The county seat was moved to Sergeant's Bluff from Floyd's Bluff in April of 1855, but it held this distinction for only a year before the seat of government was moved to Sioux City. (Marks, p. 764; SIMPC, p. 223)

W12. Valued at \$20,000 the Steamboat Nugget sank on April 22, 1866, abreast of Dakota City, Nebraska, while involved in mountain trade. On January 1, 1871, five Dakota County residents discovered the wreck on a sandbar two miles upriver from the mouth of Omaha Creek. A company was formed and considerable property was salvaged, such as flour, meat, whiskey, spades, shovels, and other tools. (Chittenden report; SIMPC, p. 223)

W13. Floyd's Bluff was a post office for a short time in 1855 in the southern part of what is now Sioux City. Thompsonstown, one of the first settlements in Woodbury County, was laid out near Sergeant Floyd's Bluff by William Thompson in 1848, who for some years had had a cabin there. At the outset, it appeared to show

promise as a town site, receiving designation as the county seat in 1853, but the anticipated great immigration of settlers never occurred. For some years, Thompsontown continued only as an Indian trading post, as the steepness of the grade prevented extensive building and precluded the location of a steamboat landing. All traces of the original townsite have since been washed away by the river. (Mott, p. 143-144; SIMPC, p. 220)

W14. In 1888 the Union Railroad Bridge was completed at Sioux City. This was the first railroad crossing of the Missouri north of Omaha.

The bridge was constructed in eight spans, four each of 400 feet and 50 feet. The two larger spans on the Iowa side were built of imported Scotch steel which was considered more uniform, but not so perfect in workmanship, as the American steel in the remaining large spans. In fashioning the substructure, caissons were sunk to depths of up to 99 feet below high water, with each able to withstand a maximum load of 8974 tons. The total length of the bridge and its approaches is approximately four miles. (SIMPC, p. 215-216)

W15. On May 18, 1889, a pontoon bridge between Sioux City and South Sioux City was opened for traffic. At

the time of its completion it was heralded as the longest bridge of this type in the world. It was built over 185 boats anchored to the riverbed by huge blocks of granite. The northern half of the bridge was hinged at the Iowa side, so it could be swung downriver to allow for the passage of boats. Bridge popularity was never very high and most people continued to use ferries until the Combination Bridge was opened in 1896. The new structure made the pontoon bridge obsolete and sometime thereafter it was removed from the river. (SIMPC, p. 214-215)

W16. The Ferryboat Andrew S. Bennett, named after Captain Andrew S. Bennett of the Fifth Infantry who had been killed in action by Indians, sank at Sioux City when struck by ice floes in 1888. (SIMPC, p. 214; Chittenden report)

W17. The Ferryboat Hiram Wood II, a side-wheeler, sank at Sioux City in 1880. Its cogwheel machinery was salvaged and placed on the Andrew S. Bennett. (Chittenden report; SIMPC, p. 214)

W18-20. The Steamboats Peninah, Mary Bennett, and Vint Stillings all sank at Sioux City due to ice, and all

were subsequently raised.

The Peninah was later shattered at Yankton, S.D., in the flood of 1881. (Chittenden report; SIMPC, p. 213-214)

W21. The Sioux City Combination Bridge was completed over the Missouri on January 1, 1896. It included railroad tracks, pedestrian lanes and roadways for horses and buggies. A high fence was built between the horse lanes and the railroad tracks to prevent the animals from being frightened by passing trains.

The bridge was constructed in 2 fixed spans 500 feet long, 2 draw spans, each 470 feet in length, a 90-foot approach on the Iowa side, and a 70-foot approach on the Nebraska side.

Over the years the bridge has undergone many changes. Prior to 1951, it was operated as a toll bridge. In 1910, trains ceased to use the tracks, giving way to streetcars, which were replaced by buses in the 1950's. Automobiles first used the bridge in the 1920's, traveling in the center lane when not in use by the streetcar. The most recent additions to the structure were the outside automobile lanes constructed in 1960.

As it exists today, the bridge consists of two

simple span steel trusses 500 feet in length and one steel truss draw span 470 feet long. Plans now call for the 1980 completion of a Combination Bridge replacement. (SIMPC, p. 206-213)

W22. The Steamboat Benton no. 2 was on a trip downstream July 18, 1897, and signaled for the Combination Bridge drawspan to open. The bridge attendants for some reason failed to open the bridge. The crew attempted to prevent a collision, but in backing off, the Benton hit some submerged piling, knocking a hole in her hull. It soon filled with water and became unmanageable. The current carried the boat into a pivot pier and drawspan where its upper works were knocked down. The boat was a total loss. (Chittenden report; SIMPC, p. 213)

W23. The A.D. Hine sank at Sioux City April 25, 1866.

W24. The Sioux City region was first settled by the Thompsons at the foot of Floyd's Bluff (W13), by Theophile Bruguier at the mouth of the Big Sioux River (W25), and by Robert Perry on Perry Creek in 1849. In 1852 a group of French trappers and explorers chose to locate in the Sioux City vicinity. In the spring of 1854 Dr. John K. Cook, representing the townsite company of Henn, Williams and Cook, laid out the town by

January 9, 1855.

In the spring of 1855, there were but two log cabins where Sioux City now stands. A post office was established in July. By Christmas, 1855, the town consisted of seven log houses. In the spring of 1856 the town numbered 150 people when the county was moved from Sergeant's Bluff. The first steamboat bound for Sioux City, the Omaha, arrived in June 1856.

A steam sawmill was located at the mouth of Perry Creek in July 1856. By the year's end the population rose to 400, and the number of buildings increased to 90. Sioux City became an incorporated town early in 1857.

Sioux City's meat packing industry began when James E. Booge built a frame slaughter house on the bank of Perry Creek.

W25. Theophile Bruguier (also Brughier) built a cabin and began to farm near the mouth of the Big Sioux. Bruguier was a friend of Chief War Eagle, who also lived at the cabin with two of his daughters. War Eagle died at the cabin in 1851 and was buried at the point of the bluff overlooking the mouth of the Big Sioux. In May, 1857, Blazing Cloud died and was buried

near her father. Two years later the other daughter, Dawn, and two of her children died and were also buried near the grave of War Eagle.

After living at this site for thirty years, Bruguier moved to a farm near Salix, Iowa, where he spent his last years. He died February 18, 1895, and was buried in a Salix cemetery. On September 22, 1926, his body was removed and interred with honor and ceremony beside War Eagle on the bluff.

This cabin was discovered intact beneath the siding of a house being torn down for highway construction. The cabin was reconstructed on the banks of the Big Sioux, near the site of Council Oak (W26).

W26. Although now gone, Council Oak may have stood for about a thousand years near the mouth of the Big Sioux River. There are legends to the effect that Indians assembled to hold their councils of war in the shade of its branches. While members of Lewis and Clark's party buried Sergeant Floyd on the high bluff six miles downriver, Indians, alarmed by this intrusion, reportedly gathered near the tree for discussion. In 1849, Theophile Bruguier and his father-in-law, War Eagle, settled on the lands in this area. Here it was sup-

posed that Smutty Bear held the last council of war in 1854, when Dr. John Cook arrived to survey the region. Doubt was cast on these tales in 1930 by Mrs. Julia Conger, daughter of Bruguier, who asserted that a council of war had never been held there by the Indians.

As a result of its advanced age, the Council Oak began to die around 1950. Many attempts were made to save the life of this landmark. Its trunk was filled with cement and other preservatives in an effort to halt the decay, whereupon several new branches appeared in the spring of the year. Unfortunately, in 1955 the tree was struck and killed by lightning.

On June 3, 1971, the tree's remains were uprooted and deposited in the Big Sioux. A group of citizens preserved parts of the Council Oak for the museum, and placed a stone marker to indicate its former location.

(SIMPC, p. 194-195)

## ARCHAEOLOGICAL SOURCE MATERIALS

None of the Iowa or Missouri counties along the Missouri River have been systematically surveyed for prehistoric cultural materials. Only one locality, Glenwood, has received concentrated attention; in Glenwood and all other areas work has not been done on the floodplain but has focused on the bluffs.

A number of general sources can be used to reconstruct the cultural sequence of the region. The best of these are Duane Anderson's (1975) Western Iowa Prehistory, his 1975 article "The Development of Archaeology in Iowa: An Overview," and Chapman's (1975) Archaeology of Missouri.  
1. Earlier summaries of some utility are Starr's (1897) "Bibliography of Iowa Antiquities and Summary of the Archaeology of Iowa" and McKusick's (1964) Men of Ancient Iowa. While all these reports mention specific sites they are useful only for general reconstructions.

A number of specific materials are useful for local areas. Glenwood is perhaps the best known locality. Zimmerman's (1976) "Archaeological Research in the Glenwood Locality: Changing Perspectives" summarizes all prior work in that area. That, combined with Orr's (1963) Volume 10 in his Iowa Archaeological Reports 1934-1939

gives a good account of research in the bluffs near Glenwood. All of the published Glenwood sources were examined for this report but all are not included in this bibliography; if necessary, reference can be made to Zimmerman's (1976) bibliography.

For specific, detailed site reports, the Journal of the Iowa Archaeological Society, Northwest Iowa Archaeological Society Newsletter and Missouri Archaeologist were examined. For Missouri Cottier, Traub and Traub's (1973) Selected Bibliography of Missouri Archaeology was useful to determine availability of sources for the Northwest Prairie areas during time periods not covered in Chapman (1975). Other journals/periodicals like The Palimpsest, Iowa Journal of History and Politics, Annals of Iowa, Plains Anthropologist, American Antiquity, and American Antiquarian among others, were examined for relevant sources. The specificity of site locations and information varies from general popular accounts like Keyes (1951) to specific site/locality reports like Anderson and Zimmerman (1976). Generally, the earlier the report, the less useful it is for specific information.

Other kinds of information were used in the report. The correspondence, notes, and other documents of Charles Keyes, director of the Iowa Archaeological Survey during

1920-1940, were examined at the State Historical Society of Iowa. Some of these pieces contain enticing information about sites along the Missouri bluffs like "Pottery Gulch" (now known to be in Harrison County in the SE 1/4, SE 1/4 of Section 13, R44W, T79N); but most are on the order of "I found an arrowhead . . . ". Most are not particularly useful. As well the single most useful document of this report An Inventory of Archaeological Resources in Iowa, 2nd Approximation (Hotopp 1977) was examined. This document contains an up-to-date listing of reported sites in Iowa. All sites in Iowa counties considered here are included in Appendix 3 but are not all in the area of the literature search. While Missouri does not have a similar document available, inquiry was made of the Missouri Archaeological Survey about sites in the areas concerned in Holt and Atchison counties; no sites have been reported.

In the bibliography that follows all sources mentioned in the prehistoric culture history are listed as are other pertinent sources. This bibliography should by no means be read to be a complete bibliography of the Iowa and Missouri bluffs area but only of those major sources related directly to the area of the literature research and general reconstructions.

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## HISTORICAL SOURCE MATERIALS

The following "Bibliography of Historical Sources" is a selection of works examined for this report, and should by no means be considered a comprehensive list of works on the Missouri River.

The journals of nineteenth century explorers and travelers along the Missouri River are excellent sources for creating impressions of life along the river at that time but are not too useful in locating historic sites. Occasional references are made concerning trading posts and campsites, but precise location on present maps is difficult, if not impossible. There is very little likelihood of material remains at these locations due not only to the destructive flooding and meandering of the river, but also to later intrusions. For example, Chittenden (1903:117) stated that if there was any wood left at abandoned trading posts along the Missouri, it would find its way into the furnaces of the steamboats.

The most valuable sources for locating historic sites were the secondary sources, such as the county histories, and compilations by early historians, such as Charles H. Babbitt on Council Bluffs. These sources must be used with a caveat, however. The county histories of the late nineteenth and early twentieth century

are notorious for their false information, but because they are usually the only sources remaining, they must be relied upon.

A recent secondary source, relied upon heavily for Monona and Woodbury Counties, is the Siouxland Interstate Metropolitan Planning Council report. The major difficulty with this report is its lack of footnoting, and therefore site information must be taken on faith.

No information relevant to this report was found in the manuscripts collections of the State Historical Society of Iowa. Maps from the Historical Society were also examined, but no additional site information was obtained.

A source which should be examined, but was not available to the researcher, is the collection of field notes and reports from the U.S. Government Land Survey. These are housed in the National Archives, Record Group 49 in the Bureau of Land Management "Old Case 'F' File." The surveyors were likely to report buildings or remains of sites with section numbers in their descriptive notes.

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